

COMMENT

THE AFTERMATH of the deal with Iceland has already produced the inevitable criticism of the British trawler industry. As the axe begins to fall on sections of the fleet now unable to go to Iceland, it is being pointed out that the writing has been on the wall for a long time and the industry should have been preparing for the eventual loss of the Icelandic grounds a long time ago.

What seems to be forgotten in these sweeping criticisms, is that before any major restructuring of the deepsea fleet could take place, something needed to be known about the future conditions trawlers would have to operate under. This has not been made possible.

Hanging like a shroud over British fishing has been the revision of the EEC Common Fisheries Policy. The decisions yet to be taken in Brussels on exclusive economic zones and catch quotas, are the ones which will give some indication of the future shape of the British deepsea fleet.

No trawler owner at this stage could contemplate new investment, especially the way things are now shaping up in Brussels. Already, Germany has made it clear that she will be looking for nearly 300,000 tons of fish from EEC waters to make up her shortfall from other areas when limits go out to 200-miles.

The blame for any lack of investment in the future of British trawling industry lies with the Government. The way in which our leaders have dragged their feet over getting the EEC situation sorted out has been little short of criminal.

fishing news

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Bid to open new Mallaig rail link

EUROPE'S premier herring port — Mallaig — will have a fast transport service to Aberdeen and other centres if a proposed new rail link goes ahead.

Taking fish south from Mallaig by rail was discontinued by British Rail some years ago because erratic landings were said to have made traffic inconvenient and uneconomic. Today, fish is conveyed from the port by road and this often causes problems — especially during winter months.

In recent years conditions have changed enormously at Mallaig. Now Europe's premier herring port, it has been proposed that there should be a new rail link between Tulloch, on the West Highland line, and Newtonmore, on the Highland main line.

At a meeting of Lochaber district planning committee at Fort-William last week, Councillor James MacKay urged the committee to consider the proposal.

He said he saw "fantastic prospects" in the proposed rail link. Whether it would be bound direct for southern markets, or for Aberdeen, would be a matter for the



Svendborg at Grimsby undergoing conversion last week.

Seiner moves across Humber

BOSTON Deep Sea Fisheries Ltd. at Hull has sold the 50-ton seine Svendborg to the Grimsby seiner and pair trawler agency, A. E. Richardson & Co. Ltd.

Svendborg will be commanded by Skipper E. J. Jorgensen and link up with Skipper Frankie Jorgensen, Richardson's Paul Jorgensen, a pair trawling team.

Both skippers have a knowledge of pair fishing. Svendborg was under conversion work late last week to enable the vessel to get to sea as soon as possible.

Built at Buckle in 1952, Svendborg had a fine reputation in the Boston seine and was grossed over £7,000 her last trip before the sale. Richardson's hope was to rename the 53 ft. 6 in. Havel, after Skipper Jorgensen's wife.

The Svendborg will soon after an announcement from the firm's agent, the L. J. agency of another pair, when Altham (Skipper Albert Altham) and Trendsetter (Skipper Michael Jensen) leave together, brings the status of pair boats at Grimsby. A year ago it was said

distributors to consider.

Councillor MacKay said he saw the suggested link as a way of saving transport mileage and of attracting new industry.

It would bring Aberdeen much nearer, he said. The distance from Mallaig to Aberdeen via Glasgow is 318 miles, compared with 245 by the proposed new route.

Councillor MacKay said he hoped the council would give it full support. At present the Highlands and Islands Development Board has indicated it does not support the proposal.

THIRD TIME UNLUCKY

ABERDEEN skipper, Robert Leiper, was fined £150 in Lerwick Sheriff Court last Friday when he admitted fishing inside the three-mile limit off Fair Isle on October 7 last year. It was his third offence.

He was also fined £10 when he admitted not keeping up the registration number on his boat.

HULL BRINGS IN IRISH FISH

IRISH fish is now being sold at Hull on a trial basis and could eventually help the port make up some of its lost supplies.

The arrangement follows a visit which Sydney Ellerington, president of Hull Fish Merchants' Protection Association, made to Ireland some time ago on behalf of members.

The first load of fish was sent to Hull in refrigerated containers this month and weekly consignments, each of about 400 seven-stone boxes, are being sent in the first fortnight. Two further similar loads are expected to arrive at Hull this week.

The fish received so far have been: Irish cod, haddock, lemon soles, gurnards, hake, pollock, megrim, ling and John Dory.

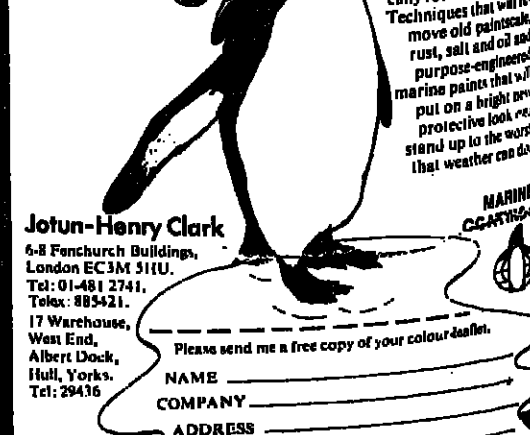
Local agent for the Irish fish is the Hull Fish Merchants Co. Ltd., the fish-selling company of the Hull FMPA.

Mr. Ellerington stated that, if those who sent the fish are happy with the prices, it is hoped to bring Irish fish to Hull on a regular basis.

"Hopefully this is the start of how I would like things to go. If it is possible to go anywhere else to do anything on the same lines, I would be following them up."

"I just hope that there will be turn up trumps as well," told Fishing News.

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Government 'profiteering' over £4.50 lobster scale

LOBSTER fishermen in North Wales claim that they are having to pay the Ministry a "scandalous price" for a measuring instrument to keep them within new landing regulations.

After being told that the device for measuring the carapace, to ensure it was over 80mm, was to be provided free, fishermen say a charge of £4.50 is being made for what they claim is only a small aluminium triangle.

One spokesman told Fishing News that these instruments could be produced in bulk by a light engineering firm for less than 50p.

"Would it not be more sensible for the Ministry to provide the instrument free and encourage fishermen to keep to the new conservation measures?" he asked.

Already having a bad season, lobster fishermen estimate that in rough weather they could lose an instrument a day... and on top of this they now have to put back lobsters they would normally have landed.

'TIGER' SETS A RECORD

SKIPPER Dennis Avery, in HULL's *Ross Tiger*, set a new Western daily average record of £1,222 for a Grimsby mid-water vessel last week. He landed a fine mixed catch of 1,033 kits which grossed £21,928 from an 11-day whirlwind trip. The new average record, one of the best for any class of Grimsby trawler this year, was the highlight of another big week for the Humber port where supplies easily topped 30,000 kits.

Co-op angry over council's 'secret talks'

THE PRICKLY relationship between Cornwall Fishermen Ltd. at Falmouth and Carrick District Council continued when the co-op's manager, Dave Culling, protested loudly after being ordered to leave a meeting of the council's Planning Committee.

Mr. Culling felt it reasonable that he should have been allowed to hear what the planners had to say on an application by CFL to fillet fish at Const Lines Wharf.

When the item came up for consideration, committee chairman Councillor Harry Hicks said it would be heard in private session.

Mr. Culling jumped to his feet and declared this was the third time he had attended a meeting of the committee and been ordered to leave when CFL business was discussed.

The committee decided not to allow the application, their reasons being related to the findings of the big public inquiry last year when CFL won the right to continue operating in Falmouth — despite Carrick's efforts to close them down.

It was ruled then that there should be no processing or cutting of fish on the quay.

CFL's long-time opponent, Coun. John Tiddy, an ex-London detective, neither spoke nor voted when the committee deliberated on the filleting issue.

"At least that's something," remarked Mr. Culling afterwards. "We shall now consider going to appeal."

He said CFL wanted to fillet the large quantities of ling caught off the Cornish coast during the summer where they landed.

He said the application was urgent, because the price of ling was holding up well in comparison to cod, which had been affected by the Icelandic problem.

Doggers get off to a good start

THE SMALL armada of visiting inshore liners which base themselves at Grimsby during the summer months for dogfishing made a splendid start to the season last week when the first really heavy landings were made.

There were average prices of just on £24 per kit for Yarmouth skipper-owned David Hunt in *Alison Jane*, which grossed a massive £4,025 from 168 kits on the Monday market.

Another East Anglian, *Meagles* (Skipper Eric Crickmore) was not far behind with £2,484 from only 108 kits at the same auction.

Both vessels were owned by Grimsby dogfish specialists Sam Chapman & Sons Ltd. and later in the week they improved on these average prices. The Bridlington inshore *Pioneer* (Skipper Mike Barker) with £25.52p per kit had an overall return of £1,155 from 57 kits.

On the same day Chapman's secured the week's top average, £26.05p per kit, for the small Lynn-registered *Sparkling Star* (Skipper Ron Lusher) and, with 36 kits, she scored well to gross £934.

Other useful landings came from *Tradition* (Skipper Frank Peniston) with 23 kits (£458 through the George B. Bee agency) and *Pioneer*, again with 26 kits (£586) last Friday.

Grimsby's expanding fleet of seiners and pair trawlers enjoyed one of its most profitable weeks of trade last week and, although no new port records were established, several vessels cashed in on the good North Sea fishing and reasonably competitive quayside prices to set-up best-ever performances or new company records.



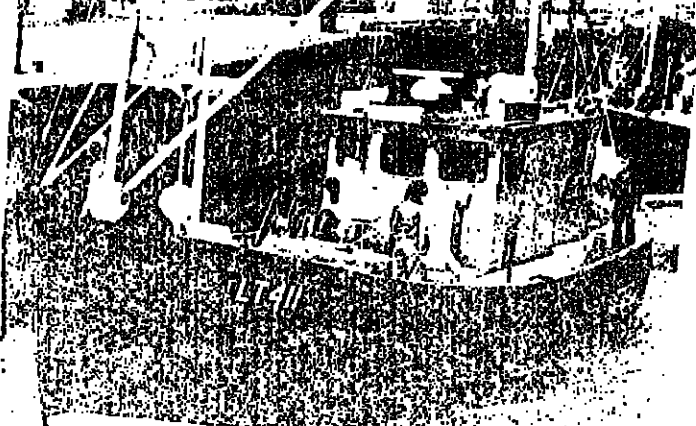
Skipper Bob McQuinn.

Most interesting grossing among the seiners came from the Murex Trawling Company's *Ella Grethe*, which turned in her best-ever gross

ing on June 9 with 298 kits taken in just 31 hauls spread over a 12-day trip in the southern North Sea, to mark up £6,841 through the John R. (Fish Salesman) Ltd. agency.

It was a particularly pleasing achievement for up-and-coming skipper, Bob McQuinn, who timed the big grossing to coincide with the birthday of Mrs. John Richardson after whom *Ella Grethe* is named.

Also setting a new standard for the Allard Hewson & Co. fleet was Skipper John Stringer in *Beverly* with £7,005 from a huge haul of 250 kits, including some of the finest North Sea plaice seen at Grimsby this year.



Alison Jane, skipper-owned by David Hunt, grossed a massive £4,025 from 168 kits last week. This Yarmouth-owned inshore liner is in Grimsby with a small armada of other boats searching for dogfish.

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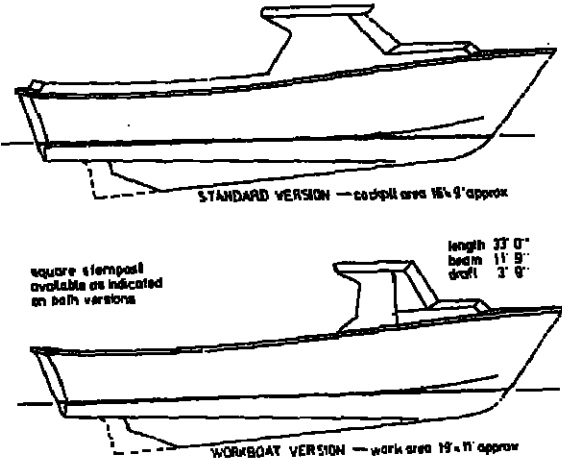
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Fleetwood up to Mystery catch Oslo 'challenge'

FLEETWOOD'S distant water trawlers showed every sign of meeting the challenge posed by the Oslo agreement last week when there were some excellent grossings.

The stern trawler *Fylde* (Skipper Victor Buschlin) initially worked the East Greenland grounds but later moved to Iceland, returning with 1,870 kits, including more than 1,200 of cod, which sold for £26,405.

Also successful in the cod hunt was *Gavina* (Skipper Charlie Scott) — a smaller version of *Fylde*. This vessel worked Iceland and returned to port with 1,709 kits, including 1,500 of cod, which made £32,000.

Boston, *Beaverley*, like *Fylde*, also worked the East Greenland grounds and was rewarded with a catch of 1,355 kits, including more than 900 of cod, to make a grossing of £28,537.

For ships combining their trips between Iceland and middle-water, there were also some good grossings. The 132 ft. *Wyre Vanguard* landed 902 kits, including 10 of hake, 500 of cod, 150 of haddock, and 200 of coley to

make £18,036 — a good grossing in the circumstances.

The small stern trawler *Idena* (Skipper Bernard Birley) also found good fishing. She landed 918 kits, including five of hake, 300 of cod, more than 200 of haddock and 200 of coley for a grossing of £17,572.

But near water trawlers also showed their capabilities with the 109 ft. *London Town* (Skipper Jack Kelly) being in the forefront. The vessel landed 445 kits, including 150 of cod, 35 of plaice, 100 of haddock, 80 of coley and 30 of roker, to make

£8,017 — a good follow up to her previous voyage when she made more than £12,000.

There were also good grossings for the two near water trawlers *Resound* and *Replenish* (Skipper Charlie Pook) landed 389 kits — 150 of cod and 150 of haddock — which sold for £8,585, while *Replenish* (Skipper Mick Oldman) made £3,840 from 353 kits.

It was, however, a disappointing week for vessels working the hake grounds. Prices for the variety went down, with the average price being below £30 a kit.

ST. NICHOLAS II NAMED



Seiner pioneer delivers mail

TERRA NOVA, one of the pioneers of seine netting in the Firth of Clyde, sailed out of Ayr harbour last month for the last time.

The 68 ft. vessel was a familiar sight at Ayr for more than a quarter of a century but, now, thanks to the DTT safety rules, she will fish no more.

Skipper Alex MacLeod bought *Terra Nova* in October 1949 and since then the duo have scored many firsts.

"I have fished with *Terra Nova* for 28 years in all kinds of weather," said Skipper MacLeod. "Now the Department of Trade tells me that my vessel must undergo stability tests. Surely after all that time I should be able to tell whether or not she is stable."

Terra Nova is now berthed in Rothsay where she will carry mail to Scottish islands. She was built in 1945 for the Royal Navy and was constructed out of the best Canadian mahogany. Even after 31 years her hull is still sound.

She was the first Ayr boat to go seining all year round. Some 18 years ago she was fitted out with a 180 hp diesel.

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A LARGE crowd gathered at Eyemouth harbour on Friday evening for the naming of a new 40 ft. dual-purpose boat. Called *St. Nicholas II* (above), she was christened by 19-year-old Mrs. Kit Patterson of Hillfield, Burmthorpe. The owners of the new boat are the Pattersons' father, Robert Atkinson of Burmthorpe, her brother Robert, and her brother-in-law, Robert Simm. Mr. Atkinson (senior) has owned and skippered 11 boats during his fishing career, but this is the first to be built to his own specifications. *St. Nicholas II* was built by the Eyemouth Boat Building Co. and has a breadth of just under 12 ft.

She is powered by a 150 hp engine which also powers the electrical system. The Miller's hydraulic winch and the hydraulic pot hauler. The vessel can be used for both lobster fishing and trawling. *St. Nicholas II*, with a crew of four, will join the fishing fleet at the Berwickshire village of Burmthorpe.

GRIM WEEK FOR HULL...

ON BOTH Monday and Wednesday last week there were no trawler landings at Hull and the biggest daily turnout during the five trading days of the week was 3,055 kits on the Thursday.

Grim though the fresh fish supply situation was, it would have been even worse but for the arrivals of seven North Sea seiners, including two from Grimsby, and overland supplies from inshore ports.

Hull followed up Monday landings of 431 kits from two seiners by Newington's stern fisher C. S. Forester making

the first trawler landing of the week on the Tuesday. She had a catch of 1,000 kits which made £20,730.

Although there was no Wednesday landings in the port, about 7,000 stone were brought overland.

On the Thursday Hull had three trawlers, including one from Grimsby, as well as four seiners.

The Grimsby trawler arrival, *Ross Claret*, had been on a 16-day trip to the Faroes and grossed £12,808 for 128 kits.

The other two trawler landings were *Hamling's St. Gerontius* and *BUT's Leck Eriboll*, both of which had been to the Icelandic coast on 22-day trips.

Loch Eriboll (Skipper D. Spivey) made £24,799 for 1,310 kits, while *St. Gerontius* (Skipper J. R. Nelson) made £19,341 for 1,017 kits.

The *St. Gerontius* was the only seiner arrival, made her highest grossing so far. She was accompanied by *Hamling's St. Gerontius* and *BUT's Leck Eriboll*, both of which had been to the Icelandic coast on 22-day trips.

The highest trip grossing came on the last day when *BUT's Ross Claret* (Skipper G. Boyce) made £20,808 for 1,296 kits.

Meal plant no bonus for Cornwall

SIR, I read with interest and some concern on the front page of *Fishing News*, May 21, that a fish meal plant is being set up at Newlyn to help the inshore fishing industry of Cornwall.

I must state that if anyone, including the firm mentioned, the Ministry, producer organisation, marketing agency, etc., considers that the answer to the increasing problems of the catching and marketing of mackerel by hand line fishermen in Cornish waters is, in fact, industrial fishing for a meal plant, then they need their brains examined.

The limited catching capacity of the fishing method used, ensures top-quality fish which should be second to none in marketing requirements. It is both demoralising and frustrating to hand line fishermen to think of landing their catch for meal.

I would suggest that, unless our men are allowed to land the greater part of their catch for the fresh fish market, then they will possibly turn to other kinds of fishing, such as bottom trawling or scalloping — and some boats may be laid up.

'Big boys'

The whole set-up is really being done to encourage the mid-water trawlers and the other big boys into more intensive industrial fishing.

On Friday, December 7, 560 ton of mackerel were landed at Plymouth for fish meal by mid-water trawlers; this I would suggest is more in line with the thinking of the processors for fish meal.

It was ten years ago, in the winter of 1968, that a few of us began to search for mackerel by hand lines. We had in mind, during the later part of the summer pilchard fishing,

that there were some mackerel about. This was after five winters of almost a complete blank in pelagic fishing. A Ministry research in the early '60s for two or three winters revealed nothing at all.

Hand line fishing for mackerel in Cornish waters has been applied to the finding and catching of fish; it has not as yet been applied to the conservation of stock. Nature itself has its own way of saying "enough".

With new limits being introduced by the various Governments, our own fleet of larger vessels are being brought back closer to our shores.

It is of the utmost importance to the survival of our inshore fisheries that the restrictive measures of conservation and control be observed. It is also time to say that much of the breeding of offshore fish goes on in the coastal waters and bays.

In my opinion, there must be a conservation limit around our coastlines of approximately 12 miles inside which no heavy beam trawlers, purse seiners, industrial mid-water trawlers, or any other known destructive method of fishing — either to the fish stock or the tearing up of the sea bed itself — should be allowed. Outside of this limit, there should be controlled fishing, rationalised to the requirements of markets and in accordance with EEC regulations.

A. J. Pengelly, BEM, Loos Fishermen's Protection Association, Loos, Cornwall.

As far as a solution to the problem is concerned, I personally have racked my brains and cannot see a practical solution, except that it is up to the skipper's good judgement and commonsense to know when to stop loading his vessel — especially when industrial fishing.

Fortunately most skippers have the sense, but there is always the 'cowboy' who puts greed before all else and endangers the lives of his crew members, as well as his own.

Therefore, I can only corroborate by saying that the sooner some hard and fast ruling regarding the loading of fishing vessels is brought in the better, so the skipper knows the safe parameters to which he can load his own vessel.

I'm sure it would take a great weight off many a fisherman's shoulders. Geoff Cowart, Tynemouth, North Shields, Tyne & Wear.

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In my opinion, there must be a conservation limit around our coastlines of approximately 12 miles inside which no heavy beam trawlers, purse seiners, industrial mid-water trawlers, or any other known destructive method of fishing — either to the fish stock or the tearing up of the sea bed itself — should be allowed. Outside of this limit, there should be controlled fishing, rationalised to the requirements of markets and in accordance with EEC regulations.

A. J. Pengelly, BEM, Loos Fishermen's Protection Association, Loos, Cornwall.

As far as a solution to the problem is concerned, I personally have racked my brains and cannot see a practical solution, except that it is up to the skipper's good judgement and commonsense to know when to stop loading his vessel — especially when industrial fishing.

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Fortunately most skippers have the sense, but there is always the 'cowboy' who puts greed before all else and endangers the lives of his crew members, as well as his own.

Therefore, I can only corroborate by saying that the sooner some hard and fast ruling regarding the loading of fishing vessels is brought in the better, so the skipper knows the safe parameters to which he can load his own vessel.

I'm sure it would take a great weight off many a fisherman's shoulders. Geoff Cowart, Tynemouth, North Shields, Tyne & Wear.

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Iceland should feel let down

SIR, It is implied in your *Comment* column of June 4, 1978, that the British fishing industry may justifiably feel hard done by as a result of "Mr. Croeland's dismal performance in Oslo".

I cannot accept this. In my view it is the Icelanders who should feel that they have been let down by their representatives.

You state that the settlement will be viewed in Britain as a "sellout" or "surrender". These very words must be echoing around Reykjavik now, and with considerably more justification than any such opinion amongst the trawlermen of Hull, Grimsby or Fleetwood. It must be remembered that Iceland is a barren land with few natural resources except for the fish in her coastal waters. It is impossible to overstate the importance of these fish stocks to Iceland, without which the Icelandic economy would collapse, bringing total ruin to the entire population of the island.

The unemployment which the agreement will bring to British fishing ports, such as those on *Humberside*, is regrettable, as any unemployment is, but can by no stretch of the imagination be regarded as anything near so catastrophic as the total ruin of an entire nation.

If fishing continues on the same scale as recently in Icelandic coastal waters, the vital stocks of fish and, especially, cod (the most valuable and most heavily fished by the British vessels) will dwindle away to nothing, as did Iceland's herring stocks.

The recent trend of the fishing effort in Icelandic waters has been one of considerable increase. Between 1962 and 1972, the fishing effort more than doubled, while

Continued on page 16

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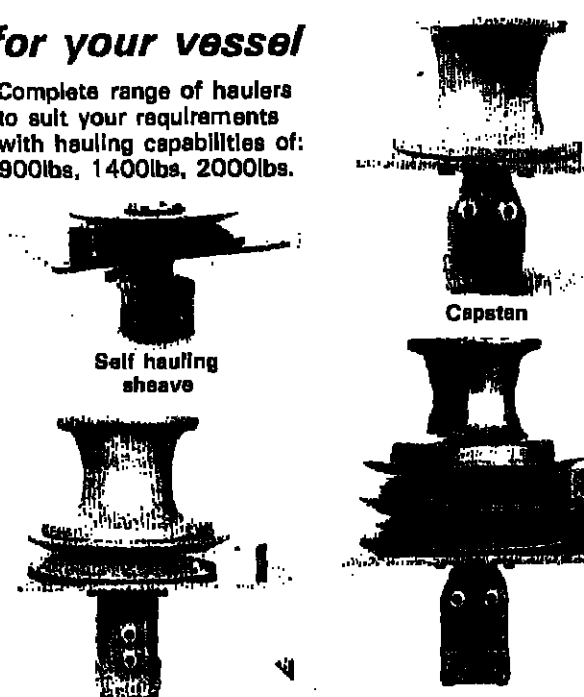
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Fitting storage reels can mean a stability test

STORAGE reels for seine net ropes are now taking precedence over storage bins aboard the larger class of seine net vessel. But fitting them can mean a costly stability test.

A set of reels from the Lossie Hydraulic Co. of Falkirk was recently fitted to the 87ft. wooden vessel *Ocean Harvest II*, owned by Skipper William Teviotdale of Arbroath.

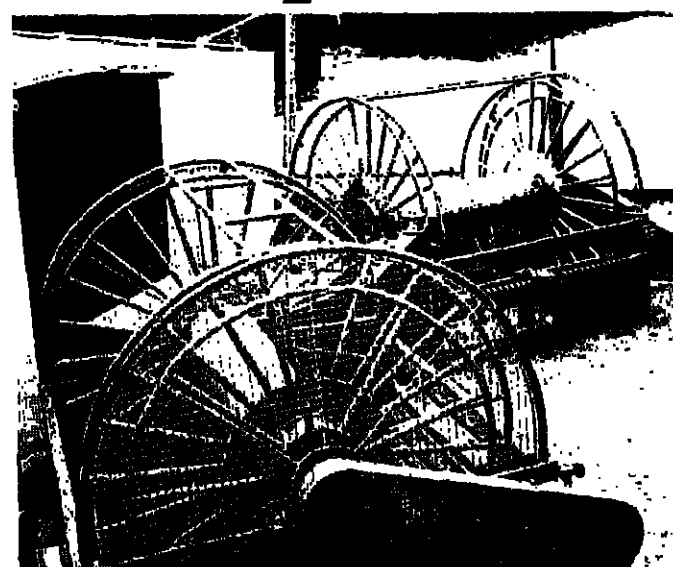
With flanges of open-spoked design, the reels are controlled from the wheelhouse and each carries 12 coils of 2 1/2 in. rope. Skipper Teviotdale told *Fishing News* that the reels are "easier on the ropes" than storage bins.

Ocean Harvest II has also been fitted with an aluminium gutting shelter made by the Crail firm of Alan Miller. Mackay Boat-builders of Arbroath fitted the reels and shelter.

This yard built *Ocean Harvest II*, which has a transom stern and is powered by a 390 hp Caterpillar engine, in 1972.

Skipper Teviotdale was annoyed that he had to pay to have the stability of his boat tested to ensure that it was not impaired by the addition of the reels and shelter.

He said that the work was already in hand when the Department of Trade told him that the test is required



The Lossie hydraulics rope reels fitted aboard *Ocean Harvest II*.

— and that he would have to find the money himself.

At the same time as *Ocean Harvest II* was being fitted with her new equipment, the well-known North Shields-based vessel *Border Maid II* was in Arbroath for overhaul.

Her skipper, George Crawford, told *Fishing News* that he thought the Government should pay for safety checks on fishing vessels.

Stability tests such as the one carried out on a modern boat like *Ocean Harvest II* should not be necessary, he said, as the WPA should ensure that vessels are built

with sufficient reserve stability to allow for the future addition of extra equipment.

He added: "Skippers put their money into these boats assuming that they are getting the finest designs available. Why should they now be penalised if they are later deemed not to be safe enough?"

Skipper Crawford feels that the costly surveys for the old boats are having a detrimental effect on fleet modernisation. He said: "Fishermen can't build new boats now as they cannot find buyers for their old ones."

Ocean Harvest II with Lossie Hydraulics rope reels and shelter deck.



Coastguard!—an official history

THE first official history of HM Coastguard was published last week by Her Majesty's Stationery Office in a new book* by William Webb, the service's press officer.

Entitled *Coastguard!*, it gives a fascinating account of men who have fought against smugglers, manned ships of the Royal Navy, guarded the coast and who are now responsible for saving life around Britain's shores.

The Coastguard was created in 1822 to break smuggling, which had become the major industry around Britain's coast, and the first three chapters concerning the trade describe in fascinating detail that a substantial cross-section of the population were deeply involved.

PUBLICATIONS

The new force of 3,000 men, commanded by Royal Navy officers, had to go out in all weathers to work from dusk till dawn. They got no support from the local population, and the level of sickness was high and the rates of pay poor. However, within a generation they had brought smuggling down.

The service's role was then changed to that of a Naval Reserve and, in 1854, the force was drafted into Royal Navy ships to fight in the Crimean War.

In the Great War, Coastguards were called up again and posted to the older battleships where many lost their lives in the earlier engagements. The remainder were then brought home to guard our shores against landings by spies and saboteurs.

The service was nearly abolished after the war as the Navy had no further need of it, but the Board of Trade stepped in — taking over the Coastguard and turning its role into search and rescue.

The Coastguard still retains that role today, being the co-ordinating authority for search and rescue handling about 8,000 incidents a year.

**Coastguard!* is available from Her Majesty's Stationery Office, price 24.95 net.

Top catch but low prices at Milford

MILFORD Haven's grossing record looked certain to be broken last week when *Rosevear* (Skipper Alex Simpson) arrived in port from the north-east grounds with one of the finest catches seen at the port in years.

Unfortunately, the vessel hit a disappointing market and the catch sold for £162 a good grossing for a Milford vessel but far below what might have been expected.

She landed 321 kits, including 70 of haddock, 130 of cod, 20 of whiting, 16 of roker, eight of turbot and brill, 25 of plaice and several soles.

It was also a disappointing week for *Picta Sea Eagle* and her 24-year-old skipper, Robert Foster. He also took his vessel to the north-east grounds and returned with an excellent 293 kits, which sold for only £4,602.

In all, it was a week to give little encouragement to local owners, with returns far from outstanding due to lack of demand for most varieties.

Orkney fish farm gets underway

THE first fish-farming experiment in Orkney has got underway with the arrival of three tanks of young turbot on the island of Stromoy.

The consignment of 1,000 turbot had been conveyed by lorry from the White Fish Authority's ponds at Hunterston and were then shipped to the island.

Earlier this year the fish were collected in Wales when only 4 in. long. It is expected that, by the end of November next year, they should have reached about 1 1/2 lb. and be ready for market.

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Tuckton Bridge, Christchurch, Dorset.

Three new steel boats HULL BUILT TO MISS SAFETY RULE LIMITS

A STEEL hull designed to be as large as possible but exempt from DTI safety and construction rules is being developed by Robertson, McNaught Ltd. of Pembroke Dock, Pembroke.

The firm specialises in welding fabrication and has built several specialised craft. The new design features a single chine hull with a transom stern.

A fabricated sub-frame supports the rudder and propeller. A Mercedes OM 362 diesel, which produces 75 hp, will be fitted to the

prototype. This will connect to a PRM gearbox with a 3:1 reduction ratio. The engine is mounted amidships, with access from a hatch in the deck.

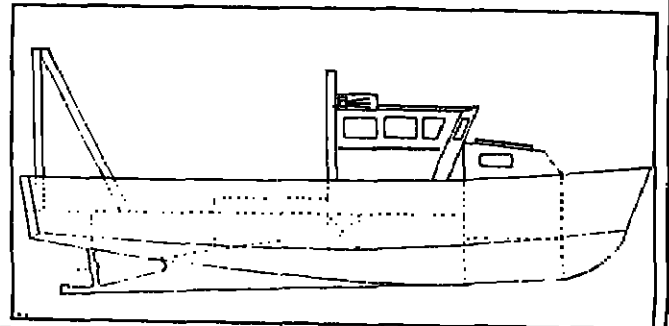
Fuel is carried in two integral tanks situated port and starboard, right aft. Between these and the engine is the fish hold which can be fitted out to requirements. The accommodation is situated forward, with access from the forward wheelhouse.

It is hoped to get White Fish Authority approval for the hull and that the price can be kept to very competitive levels.

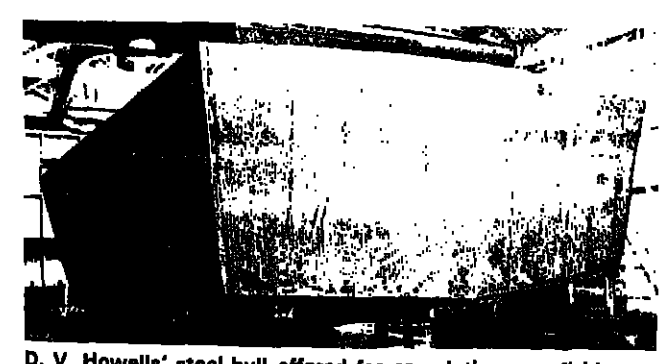
Robertson, McNaught Ltd. feels that there will be an in-

creasing market for fishing vessels of this size as more and more fishermen come to realise the implications and frustrations of the new rules.

The steel hull developed by Robertson, McNaught Ltd. of Pembroke is as large as possible but exempt from DTI safety rules.



Dual-purpose 44-footer



D. V. Howells' steel hull offered for completion as a fishing or work boat.

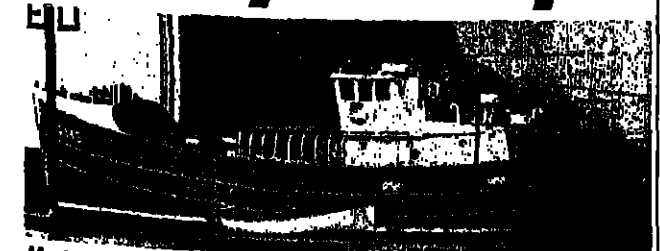
D. V. HOWELLS & Sons Ltd., of Milford Haven has completed the hull of a 44 ft. steel boat which it will be offering for completion as a fishing or workboat.

The first hull is being completed to DTI standards as a personnel carrier. The hull is of the single chine-type, built from 4 in.

plating, with web bottom frames and angle side frames. The beam is 16 ft. 1 in. and the working draft is 4 ft. 6 in.

This first boat is being fitted with a Lister air-cooled diesel, but the engine bearers can be adapted to suit other engines. The boat can be completed with either a forward or aft wheelhouse.

Seiner-trawler nearly ready



Marigold is due to be completed in mid-July for Peterhead.

DUE TO be completed in mid-July for Peterhead, *Marigold* is the 79ft. seiner-trawler.

She was moved to Duncroft Shipyard last July when the original builder, Faversham Boat Builders, went into liquidation.

On deck she is fitted with Fishing Hydraulics rope reels, seine and trawl winch plus power block.

Her wheelhouse equipment includes Corvete and Westminster VHF systems,

'Sailor' R/T, Worden 2 watch keeper receiver, Decca 450 autopilot and Navigator, plus Graphette 848 echo sounder.

More details in *Fishing News* soon.

NEWINGTON'S *Somerses Maughan*, the only Hull wet fish trawler landing for the port's Monday market, this week made £33,299 for 1,768 kits, including 138 kits of haddock, after a 26-day trip to the Icelandic coast under Skipper D. P. Taylor.

Firm takes on warp meters

THE HUMBER St. Andrews warp tension meter system developed for the trawling industry is now being marketed and serviced by an associated company, James Robertson & Sons (Fleetwood) Ltd.

Robertson is part of the British United Trawler group and has been suppliers of hydraulic and electric deck machinery to the trawling industry and general marine markets for over 80 years.

Further development and product rationalisation have been carried out over the past few months, with a view to increasing reliability and reducing maintenance costs.

Some 80 trawlers are fitted with a Humber St. Andrews warp tension meter and the concept has proved to be one of the most significant advances in trawling practice originated in the past few years.

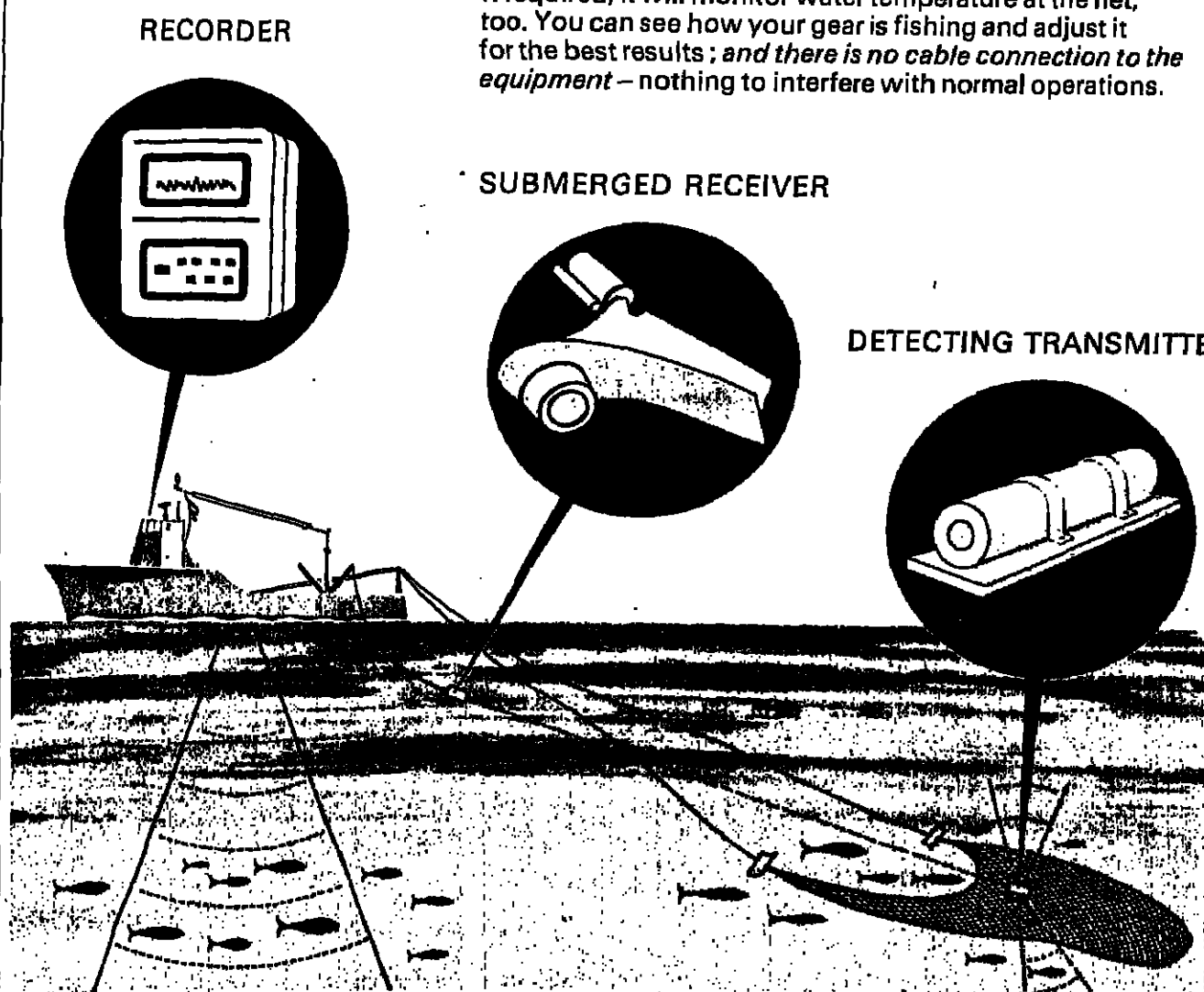
Agents are required in countries not yet covered by Robertson and prospective sales agents should write to:

New ship simulator

THE nocturnal ship simulator, designed by Decca Radar for training bridge staff has been demonstrated for the first time. The simulator, which cost £330,000, is the first of its kind in the UK. The prototype has been sold to the Southampton School of Navigation.

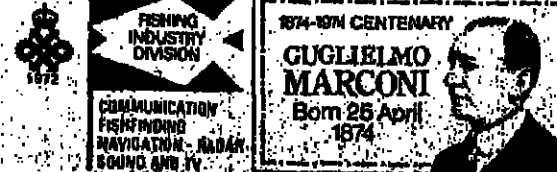
New Net Monitor for bigger hauls and safer nets

Marconi Marine's new Net Monitor NM850A shows you the depth of the headline below the surface, the character and position of the bottom relative to the headline and footrope, the presence of fish above and below the headline and an indication of the quantity of fish in the net. If required, it will monitor water temperature at the net, too. You can see how your gear is fishing and adjust it for the best results; and there is no cable connection to the equipment — nothing to interfere with normal operations.



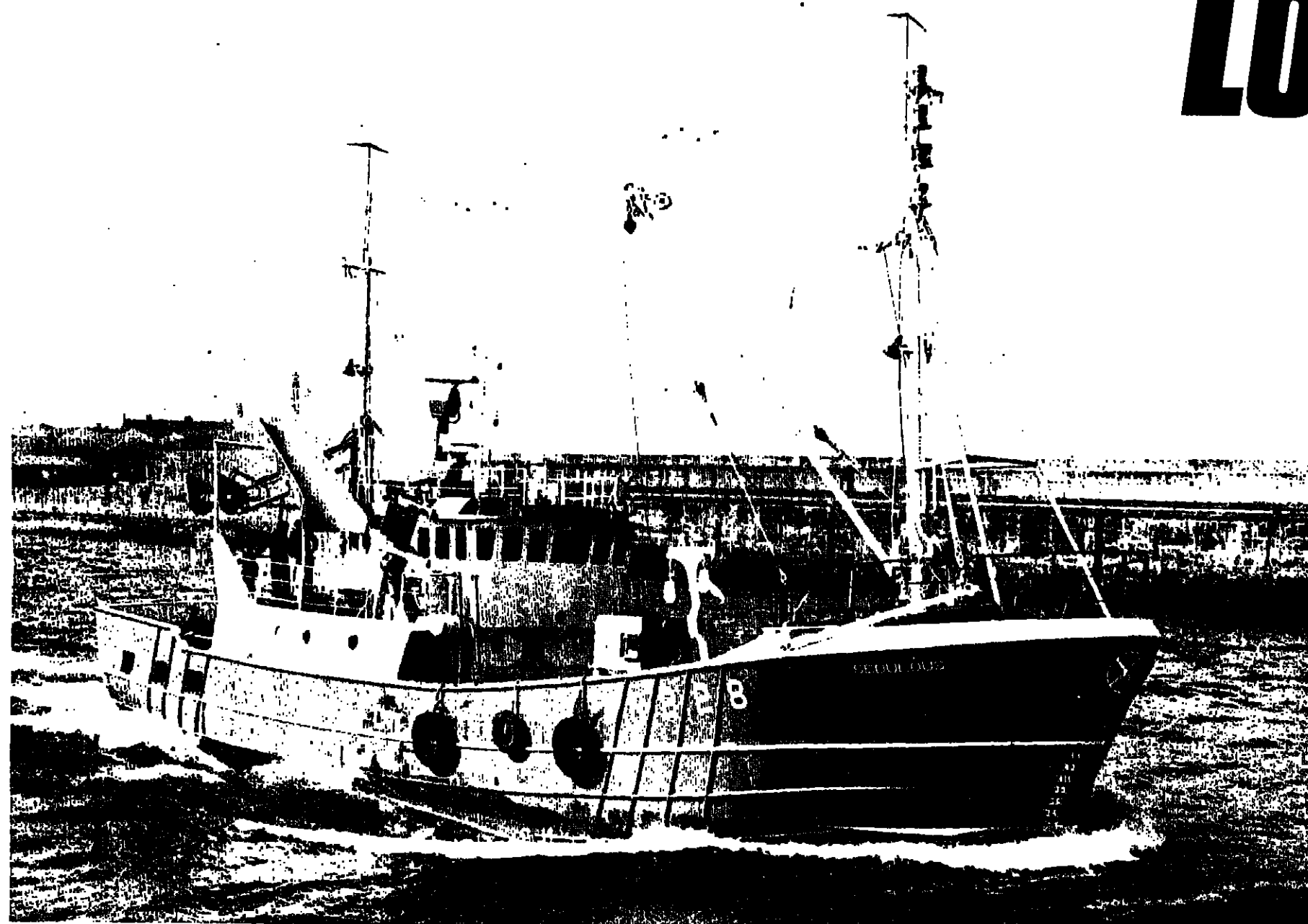
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London-built purser starts on sandeels

It goes 'against the grain'



Sedulous (FR 228) is a new 90ft long purser-trawler. She is hunting sandeels about 140 miles east of Fraserburgh, her home port.

NEW LEASE OF LIFE FOR ISLAND CRAB CARRIER

GUERNSEY Fishermen Trading Co's crab transport boat *Tol* is back at work again after a major job on her vivier (live sea water hold).

The 60-footer is used to transport island catches to France, but her hold had deteriorated and gribble worm allowed to get a grip.

The boat was in jeopardy when MacAlister Carvall of New Milton, Hants, the ferro-cement boatbuilders, was called in.

The hull — which has 2in. diameter holes pierced for the hold — was inspected and it was decided to skin the inside of the perforated hold with a

layer of ferro-cement.

Skinnering the outside of deteriorating wooden holds is now quite common, but the problems involved in the vivier hold are rather different. The layer of ferro-cement would prevent any further attack by gribble, also provide a fresh, clean working hold and add immeasurable strength to the frames and planking.

Some 6,000 sq. ft. of graded steel mesh was stapled to the hold using large galvanised staples. The difficult job of fitting the mesh over the frames, across the roof and up the walls, was performed by local fishermen who also patiently cut out and blanked the endless seawater holes.

Then, Gowan MacAlister and Graham Williams, of Power Sprays Ltd., plastered the hold with the help of the Guernsey fishermen.

Some five-tonnes of Lloyd's-approved RF Yacht Mortar was used and, owing to the complexity of the shapes to be plastered, the job was done in 14 hours using high pressure mortar spraying equipment.

Tol is now working again with no apparent problems. It was impossible to seal 100 per cent around all the holes through the hull, though a little seepage should not cause problems.

The co-op is considering skinning the outside of the hull next year.



Above: mixing the mortar to spray into the live fish well aboard *Tol*. Below: the Guernsey-based *Tol* on the slipway to be given her new lease of life.

THE 90ft. purser-trawler *Sedulous*, built for the Fraserburgh fleet by the Woolwich Dockyard of Chatham, is starting her career as a sandeel trawler in the North Sea.

Built to the design of Skipper Ernest Simpson and others, in association with J. Marr (Aberdeen) Ltd., the hull was built by Tynedraft Design Ltd., of Newcastle upon Tyne, as design consultant, the vessel.

Skipper Simpson would concentrate on commercial fishing as long as it was profitable, but he did not want to go back to the industrial fishing of catching fish for consumption.

Sedulous has a length of 90ft. 11 in. and gross tonnage of 84.85. All her steelwork has been treated with Metalife corrosion control and paint systems.

Propulsion is provided by a H. and W. Alpha, model 407-26-VO, diesel engine plant which includes a 1,700 mm variable pitch propeller and a fixed nozzle.

The engine has a maximum continuous rating of 770 bhp at 413 rpm, a continuous service rating of 700 bhp at 400 rpm and compressed air starting.

A Karmoy single input, multi-output, gearbox is driven off the fore end of the main engine through a Frank Mohn clutch. Vickers hydraulic pumps, which power the gear handling machinery and the Brunvoll SPH-105 fore and aft side thrusters, are driven from the gearbox. A Stamford 80 kW alternator is also driven from

have to plod on and hope for the best.

A few weeks ago *Fishing News* also asked Charles Middleton, a director of J. Marr (Aberdeen), what he thinks future prospects for the vessel are.

He replied: 'We hope she will be a viable unit. Things were different when the order for her was placed, but I am confident that Skipper Simpson will make every effort to make her viable.'

With an overall length of 89ft. 9 in., moulded beam of 23ft. 6 in. and moulded depth of 13ft. *Sedulous* is of round bilge form with a transom stern, raked aft nose stem and a bulbous bow. She is of all-welded steel construction with four watertight bulkheads.

She has a registered length of 79ft. 11 in. and gross net tonnage of 84.85. All her steelwork has been treated with Metalife corrosion control and paint systems.

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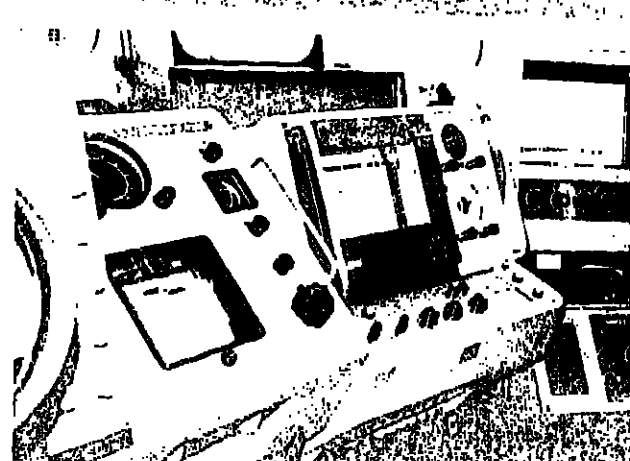
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the purser's main engine. There are two auxiliary engines. The larger unit is a Gardner 6LX which gives 120 bhp at 1,500 rpm and drives an ACS alternator, a Stamford 80 kVA, 64 kW, alternator and a Gilbert Gilkes and Gordon 300/875 three in. pump. This can be used for bilge and fire duties, or as a standby seawater circulating pump for the main engine.

Also driven from the Gardner engine, through a hand-operated clutch, is a small hydraulic pump to work the windlass or power the deck machinery for fishing gear retrieval.

The smaller auxiliary engine is a harbour generating set comprising a Lister 35 hp unit driving a 20 kVA, 16 kW, 415 V Stamford d.c.

LEC Marine Ltd. supplied the deadfront-type main switchboard. A total of some 7,000 gallons of fuel oil are carried in the engine room, below the fishroom and



Simrad and Elac fishfinders aboard *Sedulous*. Her Simrad SQ sonar is one of the first aboard a British boat.

alternator and a Hamworthy air compressor. An electrically-driven (GEG) 300/875 3in. general service, fire and ballast pump is fitted. It can also be used as a standby pump to feed the chilled seawater tanks.

Seawater is normally supplied to these tanks by three GEG electrically-driven 1 1/2 in. pumps. Other electrically-driven equipment in the engine room include a Hamworthy air compressor and a small hydraulic pump to drive the guiding-on gear of the purse and trawl winch in an emergency.

Ventilation is provided by a 19 in. supply fan and a 12 in. extractor fan of Woods manufacture.

The electrical supply is provided at 415V three-phase, three-wire, 50 cycle a.c.; 240V single phase, two-wire, 50 cycle a.c.; and 24V d.c.

LEC Marine Ltd. supplied the deadfront-type main switchboard. A total of some 7,000 gallons of fuel oil are carried in the engine room, below the fishroom and

forward, and there is a 300-gallon daily service tank. Gilbert Gilkes and Gordon J-type fuel transfer pumps are fitted.

Some 1,500 gallons of fresh water are carried in the forepeak, while the fresh water and seawater domestic pressure sets are of Momo manufacture. Water ballast tanks are fitted forward and aft.

Karmoy Mek Verksted of Kopervik, Norway, has supplied much of the hydraulic deck machinery including purse and trawl winch, fly-dragging seining winch, topping winch, boom swinger, windlass and 14 in. fish pump with fish and water separator.

The combination purse and trawl winch is located just aft of the whaleback, on the port side, and is similar to many fitted aboard modern purser-trawlers in the Scottish fleet. It enables the boat to carry both purse wire and trawl warp ready for working as required. There are two independently powered shafts, each fitted with a purse drum for 1,200 m. of 2 1/2 in. wire, and a trawl drum for 1,400 m. of 1 1/2 in. wire.

Clutches and brakes are manually operated. Each shaft is driven by its own hydraulic motor with local controls, and each motor is fed by a separate hydraulic pump. Another pump driven from the Karmoy gearbox works the guiding-on gear.

One shaft has a detachable gilson drum and the other a warping head. The fly-dragging seining winch is not fitted at present, but it would be installed on the main deck aft of the deckhouse and used with a Beccles rope collar.

A Triplex 604/300/2B six-ton net winch is fitted on the starboard side of the deckhouse and has an associated Triplex TRH-70 transport roller. The three CBW tanks are arranged at the after end of the fishroom and have a total capacity of 3,900 cu. ft. They can carry about 85 tons of fish. Each tank has its own



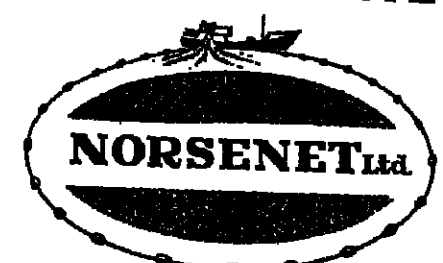
Above: framework of the bulbous bow on *Sedulous*. The picture was taken just before the plates were added. Below: Skipper Ernest Simpson (right) and some of his crew aboard *Sedulous*.

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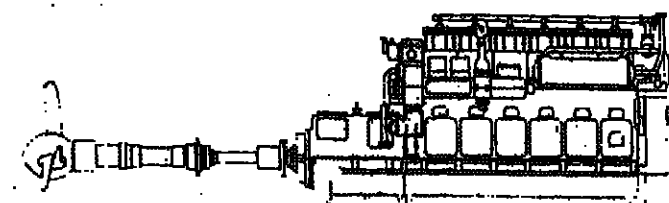
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Lab publishes first North Sea atlas

AN ATLAS of the North Sea is needed as it is one of the most prolific fishing grounds and holds a number of valuable commercial resources, states a survey and report issued recently.

This atlas is now published by the Ministry of Agriculture, Fisheries and Food's Laboratory, Lowestoft, as Fisheries Research Technical Report No. 20.

It is the work of two men, Mr. A. J. Lee, Director of Fisheries Research at Lowestoft, and John Ramster, a principle scientific officer.

The report contains a series of detailed maps covering the

use and resources of all the sea areas around Britain.

The maps were drawn by two students at Luton College of Technology, T. J. Green and Vivien Hitchen, who worked at the Lowestoft laboratory as sandwich students.

The report is expected to be the first of a series of updated surveys aimed at providing careful thought, not only about inter-nation use and development of North Sea resources, but also of the dangers of pollution.

The North Sea could be looked on as a European pond — one with a wealth of natural resources, says the report. It has been one of the world's most prolific fishing grounds for centuries, and

has now turned into one of the world's most valuable sources for oil and natural gas.

It is also the target for a large and rapidly-expanding European marine gravel and sand industry.

The North Sea is also a major ocean highway, crossed by a maze of telephone cables and an ever-increasing number of oil and gas pipelines.

But, the report warned, it is also a "giant sink" into which the countries on its borders discharged their domestic and industrial wastes.

All these factors added up to an urgent need for careful planning and management by government departments, industry and commerce. And in order to achieve this, maximum information is needed and has to be kept up to date.

This, said the report, is the idea behind the first-ever North Sea atlas, a "comprehensive vehicle which will attempt to pull together all the available information and display it in a form useful, not only in the UK, but also in all the other countries bordering the North Sea."

The report goes on: "When this concept was explored further it became apparent that the North Sea could not be considered in isolation from the other shelf seas around the British Isles. And that there are also problems in the management of those seas, plus a need for access to information."

"It was, therefore, decided to extend the scope of the sea atlas to include all the shelf areas around the British Isles."

This atlas has other uses — it can stimulate interest in

important areas like the North Sea and the Irish Sea among the public at large and be of educational value to schools and universities, as well as become a valuable reference for research workers.

"An atlas of the sea is a device largely ignored by cartographers in the past — and geographers have turned their backs on the sea," it says.

A conventional-type atlas has the disadvantage that it could not be updated easily. "In an area like the North Sea, where there is continuous economic development and considerable physical and biological variations over a period, the ability to update information is important."

One answer could be a data bank to enable all sea charts to be kept up to date with amendments and changes issued periodically.

"We have always felt that an atlas of this kind is only one part of the overall scheme needed for effective monitoring of activities in areas like the North Sea," concludes the report.

"The data bank originally envisaged with its corollary of automated cartography is just as important."

"It seems clear that a system of computer-aided cartography, similar to that developed by the White Fish Authority and used from day to day in its production of Kingfisher charts, could serve with very little modification, as the centrepiece of such a bank."

The authors of the atlas welcome suggestions for further maps to be included and for improvements to those already published.

Sandeel purser

from page nine

hatch and is insulated and lined with steel.

Arranged to carry fish in bulk or boxes, the remainder of the fishroom has a capacity for about 65 tons of fish and is insulated on deckhead, sides and bulkheads and lined with GRP. Aluminium stanchions and division boards are fitted.

The fishroom floor is of 14 in. high-density cork, overlaid with 2½ in. of reinforced granulated cement. Hatches over CSW tanks and fishroom have steel coamings and aluminium covers.

The wheelhouse is spacious and well laid out. Much of the fish finding equipment is by Simrad and includes EQ 50 echo sounder with CI Echo Scope and MA Echo Magnifier, an EY 70 kHz inshore echo sounder, an FL2A net-sounder, and SQ sonar with CM sonarscope.

The SQ sonar is one of the first to be fitted to a British boat and is a development from the popular SB model. Its 4kW transmitter, together with a lower frequency of 27 kHz, gives it a sounding range of 2,500 metres. An Elic Mittel Ladar sonar set is also installed.

Deca units include RM 914 radar with variable range marker, Super 050 radar with variable range marker, Mk. 21 Navigator, 28 Track Plotter and 450 M automatic plotter.

Other equipment in the wheelhouse includes Ben

Amphitrite log, 'Sailor' T122/R105 radio telephone, 'Sailor' RT143 vhf radio telephone, Simrad watchkeeping receiver, Audio intercom system, Tenfoot H115 TC BSC steering gear, Lilley and Gillie compass and two Bostrom Viking charts. Wheelhouse windows are Sedulous are by Belmont and they are fitted with grey tinted glass.

Engine controls are fitted port and starboard. A day berth and a chart table are also accommodated in the wheelhouse, while the skipper's cabin is arranged in the deckhouse on main deck level.

Equipment in the combined galley and messdeck includes a Kempa 90W electric cooker, Sadies water heater and Eata deep freeze cabinet.

Toilet, wash basin and shower are arranged in the deckhouse and electric central heating is fitted in the accommodation and wheelhouse. Bunks for ten are arranged in the crew's quarters.

The main deck is fitted with a Simrad 914 radar with variable range marker, Super 050 radar with variable range marker, Mk. 21 Navigator, 28 Track Plotter and 450 M automatic plotter.

Other equipment in the wheelhouse includes Ben

Facts about tangle nets

"CAN you give me some information about tangle nets — how they are made, how they are worked and where they can be obtained."

As the name implies, a tangle net is one in which fish become entangled instead of caught by the gills or surrounded.

All nets, therefore, like trammel and ray nets are set so their bottom half lies loosely on the seabed instead of forming a vertical curtain, are tangle nets.

Trammel nets generally consist of three sheets of netting. Two of them — the outer walls or armours — are made of large mesh netting and an inner one — the lint or linnet — is made of netting of comparatively small mesh.

Fish swim through the large meshes of the outer walls and carry the small mesh inner netting through the large meshes of the outer wall on the other side. Thereafter, they are tangled in a pocket.

Trammels are invariably set on the bottom to catch demersal fish such as cod, skate, sole, plaice, bass, mullet, whiting etc. They can be used singly or in fleets. They are usually set across tidal currents and held in position by anchors at either end.

They are obtainable from many individual net makers as well as from most large net making concerns.

Specifications vary a little but those made by Bridport-Gundry Ltd. at the Court Works, Bridport, Dorset, are fairly typical.

The firm makes two sizes of net, one 15 fm. (27.6 m) and the other 30 fm. (55.2 m) long, out of twisted nylon twine. They fish 5½ ft. (1.7 m) deep, have 3 in. (76 mm) mesh inner and 17 in. (431 mm) diamond mesh outer walls.

SMACK SIZES

A LETTER from Mr. G. W. Lilly of Bournemouth may throw some light on what used to constitute a smack and a boat.

He writes: "I was most interested to read in your Log on May 21 the question as to what you would call a smack."

"My father used to sail in the old fishing smacks from Grimsby and Fleetwood. I have his discharge papers from each vessel in which he sailed from 1890 until the 1914/18 war."

"There is no mention of the word smack in any of them, but a note at the bottom of each certificate issued after December 1892 states: 'one of these certificates must be filled up and delivered to each seaman when he is discharged from a trawler of 25 tons register tonnage and up-wards'."

"Maybe this provides a clue to the demarcation between smacks and boats. Those over 25 tons were certainly called trawl smacks."

Those under this tonnage may have generally been referred to as fishing boats. He may be right, but I doubt if there was ever any clear definition between smacks and boats."

A variation of a proper trammel net may still be used in Christchurch, on the south coast to catch mullet. It consists of a small mesh lint and one outer wall.

This type of net was used principally to surround shoals of mullet with the lint on the inside.

The practice was more effective than using a 3 in. (76 mm) or 4 in. (101 mm) gill net for the purpose as both large and small mullet would become tangled in it.

"The largest tangle nets of all are set by Danish fishermen in the North Sea. They are made of 140 mm stretched mesh netting and are 70-75 metres long by 6½ metres deep."

The practice is to set between 240 and 340 nets in three rows at a distance of about 1,000 metres between each row. The length of each row is between six and seven thousand metres and every tenth net is secured to an anchored marker buoy which is anchored.

Next in size are ray nets used mostly off the Cornish coast to capture skates, rays and crawfish. These are about 120 yards (109.7 m) long set in by the half to fish 60 yards (54.8 m).

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They are made of very strong nylon twine and are eight meshes — about 6 ft. (1.8 m) — deep. Mesh size is about 17 in. (431 mm).

Ray nets are usually moored with anchors at either end of a fleet, if set on smooth ground, or with weights of chain if set on rough ground. They are obtainable from Bridport-Gundry Ltd.

The smallest tangle net which I know anything about consists of a single wall of netting only, so hung and set in that, when there is no tide running, its bottom half lies loosely on the seabed.

The type I once used was made of 5 in. (127 mm) white nylon netting and was 25 fathoms (45.7 m) long by 9 ft. (2.7 m) deep. The netting was set in by the half and small oval floats were attached to the headline so that it would fish 4 ft. (1.2 m) deep. A light braided headline was attached to the foot.

Lobsters and crabs will, of course, get tangled in this type of net and are not so difficult to remove as from a trammel net.

Normal practice is to moor it in the same way as you would a trammel. If you set in depths greater than about 10 fm. (18.2 m), I understand that it is advisable to fit short 'stands' or spars to the ends to prevent them rolling up.

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John Burgess' Log



Where can you find crawfish?

"AFTER reading your article about catching crawfish on May 7, I wondered how widespread crawfish are around our coasts."

"I have worked on a tangle net boat here in Cornwall for a couple of years but still know very little about them."

"I would be grateful if you could let me know whether they are caught anywhere else and whether there are any books containing information about them."

Crawfish are caught in commercial quantities around the Scilly Islands and off the Welsh coast. They are also caught — in small quantities only, as far as I know — off the west coast of Scotland. Laboratory Leaflet No. 22 — *Cornish Crawfish Investigations* — is likely to be of interest to you. It may still be obtainable from the MAFF Fisheries Laboratory,

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OYSTER KNIVES

"Where can I buy knives for opening oysters?"

"I don't know of a wholesaler but you can buy them retail from The Butley and Orford Oysterage, Orford, Suffolk."

Snatch blocks

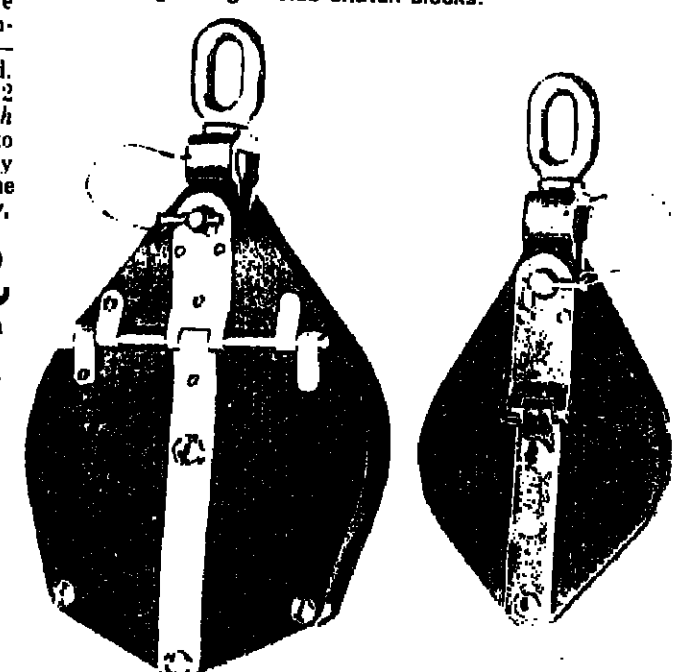
IF YOU should happen to want a lightweight snatch block for hauling a beam trawl or any other purpose, either of two new Gibb blocks might suit you.

They will take fibre ropes up to 3 in. circumference (1 in. diameter). Their cheeks and sheaves are made of Tufnol. Sheave bearings are made of PTFE, impregnated Tufnol which requires no lubrication apart from being soaked with fresh water occasionally.

Head fitting consists of a galvanised forged steel eye and straps, hinges, spacer bolts and sheave pins are of stainless steel.

They are obtainable from M. S. Gibb Ltd., Warsash, Southampton.

Two new lightweight Gibb snatch blocks.



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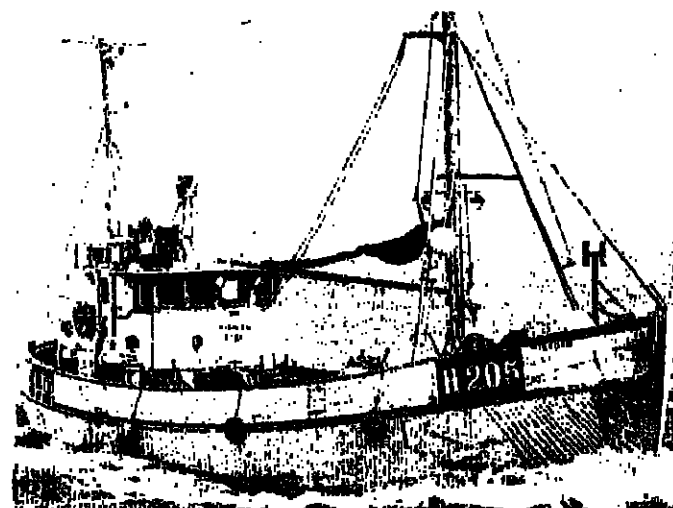
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Ask us about the weighty arguments for Aluminium

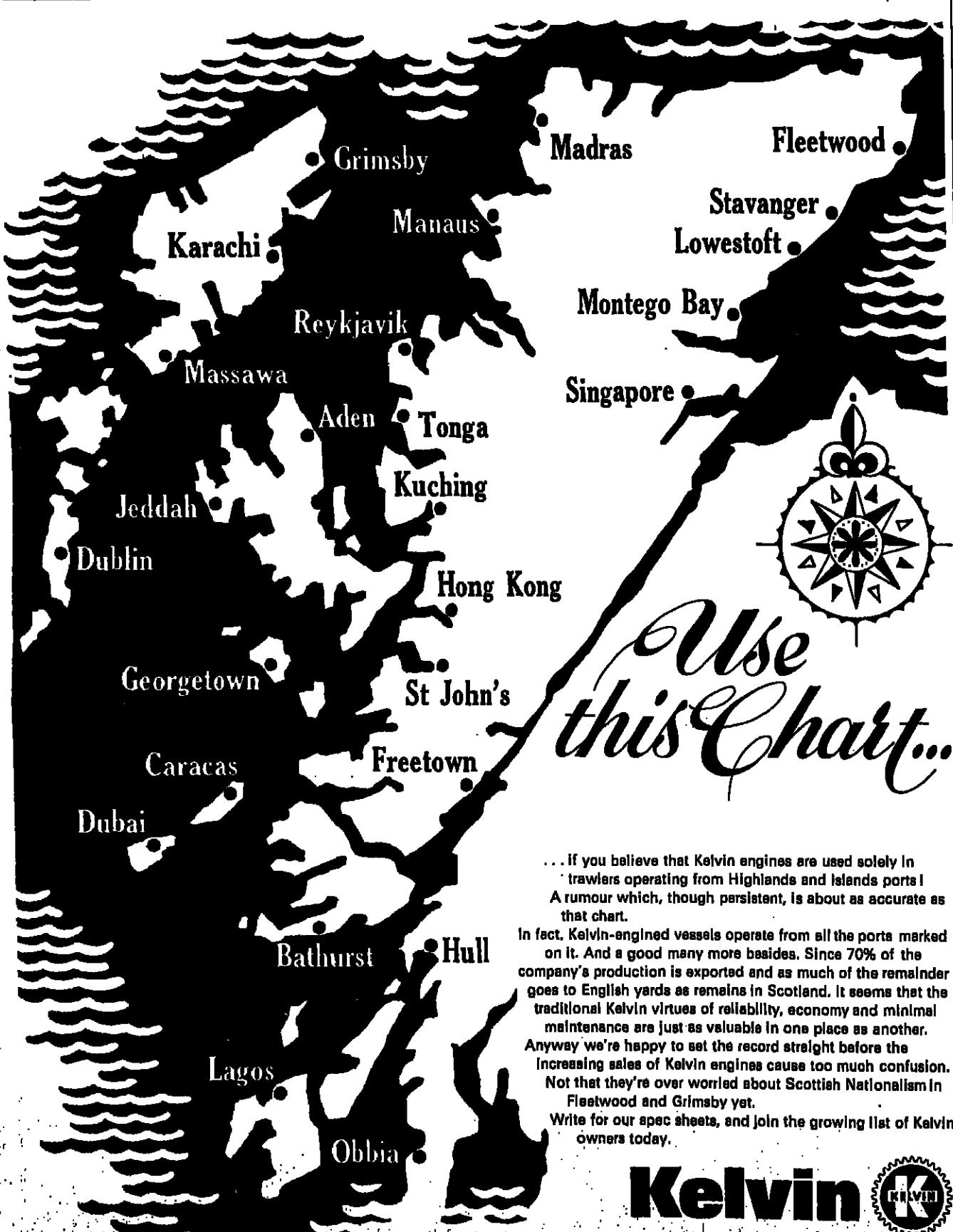
ALLDAY ALUMINIUM

FISHING BOAT DIVISION, QUAY LANE, GOSPORT. TEL: (07017) 87741



Visborg holds port record

SKIPPER Verna Jensen (right) of the sealer *Visborg* (above) after taking the Hull sealer trip grossing record away from *Rosenborg*. *Visborg* returned to Hull two weeks ago after a 14-day trip with 419 kts, making £10,170.43p, just two days after *Rosenborg* smashed the record with a grossing of £10,000.94p.



Use this Chart...

If you believe that Kelvin engines are used solely in trawlers operating from Highlands and Islands ports I am sure which, though persistent, is about as accurate as that chart.

In fact, Kelvin-engined vessels operate from all the ports marked on it. And a good many more besides. Since 70% of the company's production is exported and as much of the remainder goes to English yards as remains in Scotland, it seems that the traditional Kelvin virtues of reliability, economy and minimal maintenance are just as valuable in one place as another.

Anyway we're happy to set the record straight before the increasing sales of Kelvin engines cause too much confusion. Not that they're over worried about Scottish Nationalism in Fleetwood and Grimsby yet.

Write for our spec sheets, and join the growing list of Kelvin owners today.

Kelvin

Quality marine diesels; 10-500 hp



Kelvin Diesels, 254 Dobbies Loan, Glasgow G4 0JL. Telephone 041-332 1266

